

# A Message from Governor Ryan



George H. Ryan, Governor

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 1998," is designed to serve your needs in researching and reviewing motor vehicle crash involvement in Illinois.

Illinois continues to work to reduce traffic deaths and injuries through safety programs, such as education and enforcement of seat belt, child restraint and DUI laws.

Please share the information in this booklet with others. Public awareness of traffic safety problems is the first step toward creating a safer driving environment for Illinois motorists. Whether you represent the media, are working on a school project or are involved in other activities related to highway safety, you are important to this effort. If you have a question that this booklet does not answer, please feel free to contact the Illinois Department of Transportation's Division of Traffic Safety at 217/782-2575 or 217/524-4875 (TTY) or write to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Your interest and involvement in traffic safety issues is appreciated. You may be assured that we will continue to work to reduce the toll of deaths and injuries that traffic crashes exact on our highways.

Sincerely,

A handwritten signature in cursive script that reads "George H. Ryan". The signature is written in black ink and is positioned above the printed name.

George H. Ryan

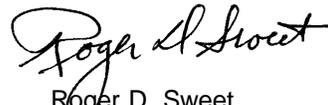
# Acknowledgments

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The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the coroners and Medical Examiner of Cook County for providing pertinent information. Without the efforts and cooperation of these individuals, this publication would not have been possible.



Kirk Brown  
Secretary of Transportation



Roger D. Sweet  
Director of Traffic Safety

Compiled by: Illinois Department of Transportation  
Division of Traffic Safety  
Accident Information Staff

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# Quick Facts

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## General

- 1,393 persons died in crashes in Illinois during 1998.
- An additional 58,558 persons were injured in crashes which occurred on state-maintained roadways or which involved a fatality. (See note on page 5.)
- Reported crashes which occurred on state-maintained roadways or which involved a fatality increased by 3.1 percent. (See note on page 5.)
- Travel increased by 2.3 percent.
- The mileage-death rate showed a slight decrease from 1997 to 1998.

## Economic Costs<sup>1</sup>

- The total estimated cost of crashes which occurred on state-maintained roadways or which involved a fatality in Illinois for 1998 was \$3.1 billion. (See note on page 5.)
- Each fatality was estimated to cost \$980,000.
- An incapacitating injury ("A" Injury) was estimated to cost \$44,000
- A nonincapacitating evident injury ("B" Injury) was estimated to cost \$14,800.
- A possible injury ("C" Injury) was estimated to cost \$8,400.
- A property damage crash was estimated to cost \$6,400.

## Fatal

- 1,393 persons were killed in 1,241 fatal crashes in 1998.
- There was an average of 1.1 deaths per fatal crash.
- 21.2 percent of the fatal crashes occurred at intersections.
- 40.6 percent of the fatal crashes occurred on rural roadways.
- 79.1 percent of the fatal crashes occurred on dry roadways.
- 46.7 percent of the fatal crashes occurred during daylight hours.

## Alcohol

- 41.4 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 46.3 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

## Pedestrian

- 188 pedestrians were killed in 1998.
- An additional 867 pedestrians were injured in crashes which occurred on state-maintained roadways or which involved a fatality. (See note on page 5.)
- Almost 13 percent of the pedestrians killed were under 15 years of age.
- Approximately 23 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 40.3 percent had a positive BAC.

<sup>1</sup> Based on estimates made by the National Safety Council for 1998. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

## Quick Facts (continued)

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### **Pedalcyclist**

- Riders under the age of 15 accounted for 35.3 percent of the pedalcyclist deaths and 35.6 percent of pedalcyclist injuries.

### **Motorcycle**

- The number of motorcycle crashes increased by 21.3 percent in 1998.
- The number of motorcyclists killed increased by 17.9 percent .

### **School Bus**

- No school-age passengers were killed in school buses in 1998.
- One school bus driver was killed in a school bus crash in 1998.

### **Tractor-trailer**

- 147 persons were killed in tractor-trailer crashes.
- 15 of the persons killed were occupants of the tractor-trailer.

### **Train**

- 23.5 percent of fatal train crashes occurred at crossings with gates.
- 76.5 percent of fatal train crashes occurred at crossings with flashers.

### **Deer**

- There were 10,752 crashes involving deer in 1998.

### **Important**

The data provided in this publication, except where noted, are based on reported crashes which occurred on state-maintained roadways or which involved a fatality and excludes all non-fatal crashes which occurred in the City of Chicago. Generally, state-maintained roadways include interstate-type roads, U.S., and State highways. Some city streets and local roads are also included in this category.

# 5-Year Statistics

	1994	1995	1996	1997	1998	1998 vs. 1994
Motor Vehicles Registered <sup>1</sup>	8.52	8.64	8.56	8.57	8.86	4.0%
Licensed Drivers <sup>1</sup>	7.60	7.65	7.71	7.79	7.81	2.8%
Vehicle Miles Traveled <sup>2</sup>	92.44	94.32	96.52	98.73	100.97	9.2%
Deaths	1,554	1,586	1,477	1,397	1,393	-10.4%
Mileage Death Rate <sup>3</sup>	1.7	1.7	1.5	1.4	1.4	-17.7%
Crashes <sup>4</sup>	149.11	146.74	145.05	145.71	150.16	0.7%
Injuries <sup>4</sup>	66.23	64.87	59.47	58.11	58.56	-11.6%

<sup>1</sup> Millions. Data obtained from Illinois Secretary of State.

<sup>2</sup> Billions.

<sup>3</sup> Per Hundred Million Vehicle Miles Traveled.

<sup>4</sup> Thousands.

Note: Crash data in this publication are taken from the state's crash records system except where noted.

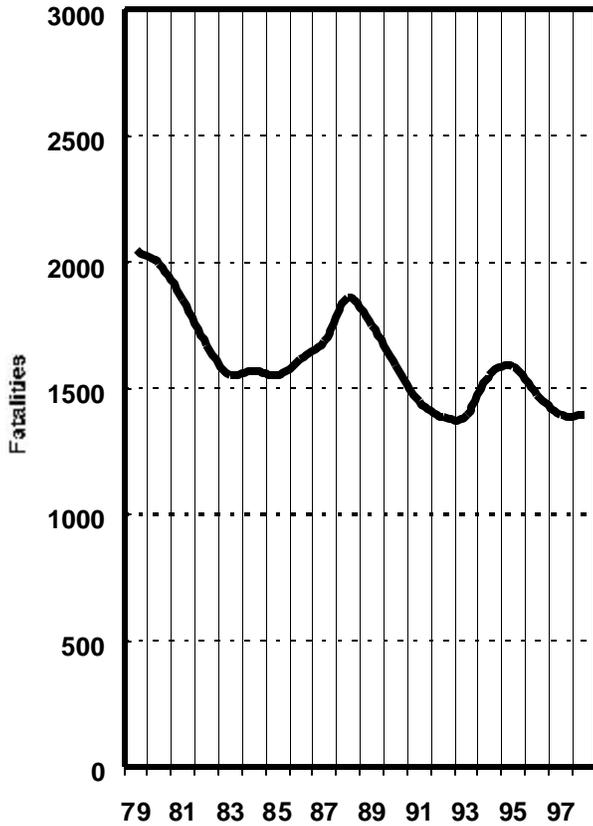
The numbers of motor vehicle registrations and of licensed drivers have increased by 4.0 and 2.8 percent, respectively, during the last five years. The number of crashes for 1998, however, has increased only slightly, by 0.7 percent, compared to the number of crashes for 1994.

The risk of being in a crash generally increases with miles traveled. The number of deaths and miles traveled are used to calculate the mileage death rate. When comparing 1998 with 1994, the number of vehicle miles traveled has increased by 9.2 percent. The mileage death rate, however, has declined by 17.9 percent. Improvements in roadway engineering, enhanced enforcement, and efforts to increase occupant restraint usage and to decrease alcohol-related fatalities have all contributed to this reduction.

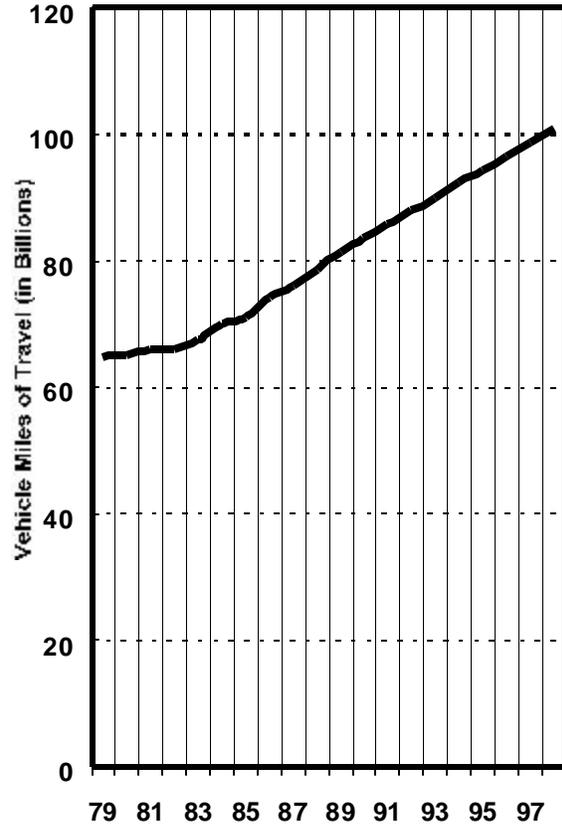
# Illinois Fatalities and Vehicle Miles Traveled \*

## 1979-1998

Fatalities by Year



Vehicle Miles Traveled by Year



Year	Fatalities	Travel
1979	2,048	64.93
1980	1,994	65.12
1981	1,852	65.94
1982	1,671	65.95
1983	1,553	67.49
1984	1,572	70.01
1985	1,552	70.96
1986	1,617	74.26
1987	1,685	76.00
1988	1,860	78.62

Year	Fatalities	Travel
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97

\* Travel is stated in billions of miles.

# Holiday Traffic Crashes

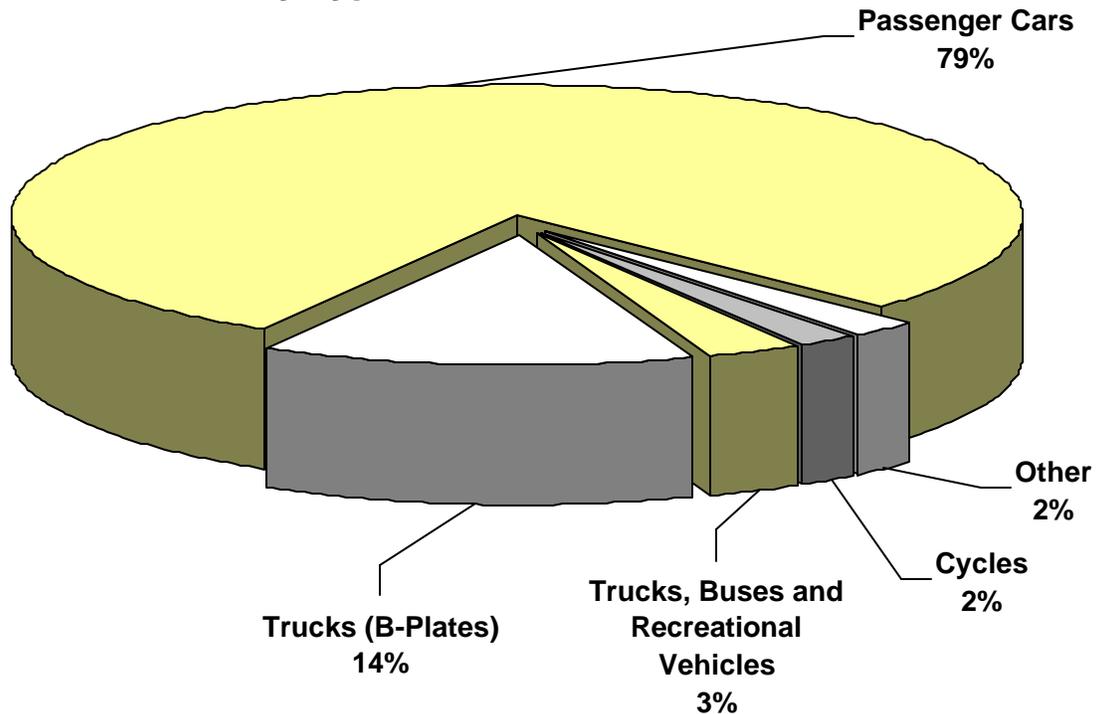
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Year	Total Days	CRASHES			PERSONS		Average Killed per Day
		Fatal	Injury	Total	Killed	Injured	
<b>MEMORIAL DAY</b>							
1998	3 1/4	9	253	914	10	410	3.1
1997	3 1/4	22	265	960	27	472	8.3
1996	3 1/4	16	298	1,096	20	534	6.2
1995	3 1/4	12	339	1,102	14	624	4.3
<b>FOURTH OF JULY</b>							
1998	3 1/4	17	307	1,028	20	541	6.2
1997	3 1/4	14	263	855	15	489	4.6
1996	4 1/4	19	382	1,200	22	699	5.2
1995	4 1/4	18	457	1,298	22	811	5.2
<b>LABOR DAY</b>							
1998	3 1/4	13	275	849	13	504	4.0
1997	3 1/4	14	297	917	18	509	5.5
1996	3 1/4	12	247	791	13	421	4.0
1995	3 1/4	24	332	946	28	617	8.6
<b>THANKSGIVING</b>							
1998	4 1/4	19	359	1,423	22	625	5.2
1997	4 1/4	16	401	1,739	23	648	5.4
1996	4 1/4	14	409	1,791	16	712	3.8
1995	4 1/4	19	337	1,378	21	590	4.9
<b>CHRISTMAS</b>							
1998	3 1/4	11	178	672	12	276	3.7
1997	4 1/4	12	223	1,055	15	387	3.5
1996	1 1/4	5	73	355	6	125	4.8
1995	3 1/4	11	255	977	13	388	4.0
<b>NEW YEAR'S</b>							
1998-1999	3 1/4	9	259	1,378	9	388	2.8
1997-1998	4 1/4	7	315	1,242	8	554	1.9
1996-1997	1 1/4	8	65	288	10	121	8.0
1995-1996	3 1/4	11	220	710	13	384	4.0

This table shows motor vehicle traffic crash experience in Illinois for the six major holiday periods from 1995 to New Year's Day 1999. Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight of the last day of the holiday period. For example, since Memorial Day has become a legal Monday holiday, the holiday period begins at 6 p.m. on Friday and continues through midnight on Monday.

# Motor Vehicle Registration and Crash Involvement

Registered Vehicles by Type



Type of Motor Vehicle	VEHICLES INVOLVED IN CRASHES by Crash Severity			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,116	51,716	190,734	745	41,771
Pickup truck	259	7,881	32,337	139	4,929
Van	159	6,379	24,968	76	4,972
Other single unit truck	52	1,113	5,042	6	407
Truck-tractor with semi-trailer	144	2,024	10,024	15	651
Farm tractor/farm equipment	4	74	261	2	53
School bus	5	104	465	1	112
Other bus	8	164	650	0	153
Motorcycle (under 150 cc)	11	90	167	11	93
Motorcycle (over 150 cc)	87	796	1,496	88	870
Others and not stated	156	5,500	21,234	83	3,086

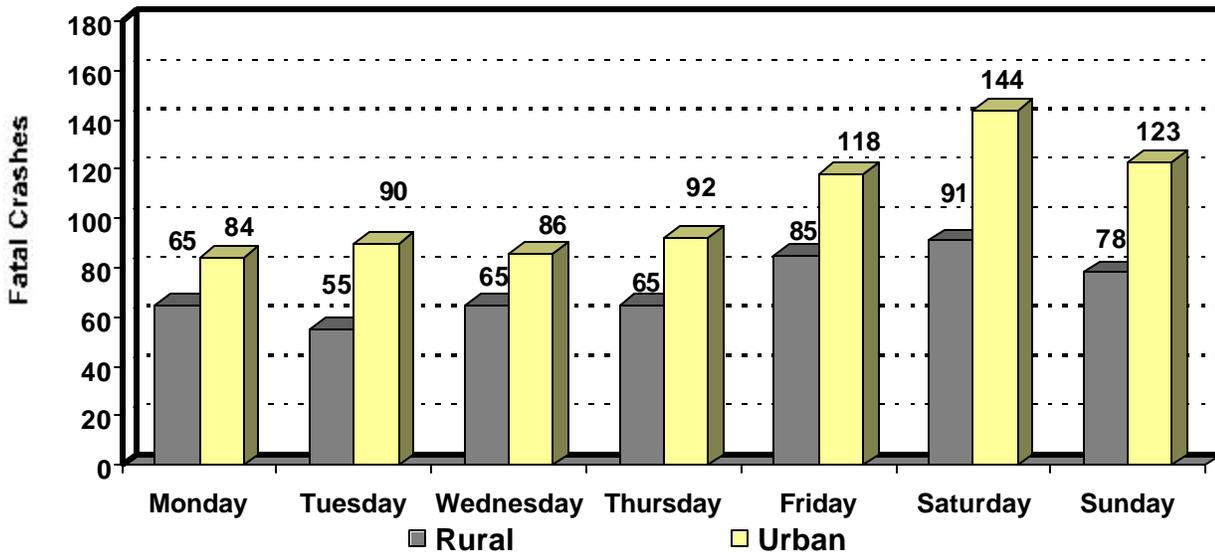
# Crashes by Type of Roadway

Type of Roadway	CRASHES			PERSONS		Pedestrians Killed
	Fatal	Injury	Total	Killed	Injured	
<b>URBAN</b>						
State Highways <i>Percent</i>	227 18.3	21,262 56.5	80,874 53.9	253 18.2	32,861 56.1	47 25.0
Interstate Type Roads <i>Percent</i>	115 9.3	4,938 13.1	22,141 14.7	126 9.0	7,306 12.5	12 6.4
City Streets and Roads <i>Percent</i>	352 28.4	0 0.0	352 0.2	395 28.4	322 0.5	100 53.2
Unmarked State Routes <i>Percent</i>	43 3.5	5,047 13.4	20,250 13.5	46 3.3	7,672 13.1	10 5.3
<b>Urban Total</b> <i>Percent</i>	<b>737</b> 59.4	<b>31,247</b> 83.0	<b>123,617</b> 82.3	<b>820</b> 58.9	<b>48,161</b> 82.2	<b>169</b> 89.9
<b>RURAL</b>						
State Highways <i>Percent</i>	176 14.2	4,649 12.3	19,385 12.9	198 14.2	7,391 12.6	2 1.1
Interstate Type Roads <i>Percent</i>	75 6.0	1,507 4.0	6,045 4.0	90 6.5	2,452 4.2	5 2.7
County and Local Roads <i>Percent</i>	236 19.0	1 0.0	237 0.2	268 19.2	183 0.3	10 5.3
Unmarked State Routes <i>Percent</i>	17 1.4	245 0.7	879 0.6	17 1.2	371 0.6	2 1.1
<b>Rural Total</b> <i>Percent</i>	<b>504</b> 40.6	<b>6,402</b> 17.0	<b>26,546</b> 17.7	<b>573</b> 41.1	<b>10,397</b> 17.8	<b>19</b> 10.1
<b>TOTAL</b> <i>Percent</i>	<b>1,241</b> 100.0	<b>37,649</b> 100.0	<b>150,163</b> 100.0	<b>1,393</b> 100.0	<b>58,558</b> 100.0	<b>188</b> 100.0

In 1998, there were 1,393 fatalities, including 188 that were pedestrians. 89.9 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 58.9 percent of all fatalities and 82.2 percent of all injuries resulted from crashes on urban roadways.

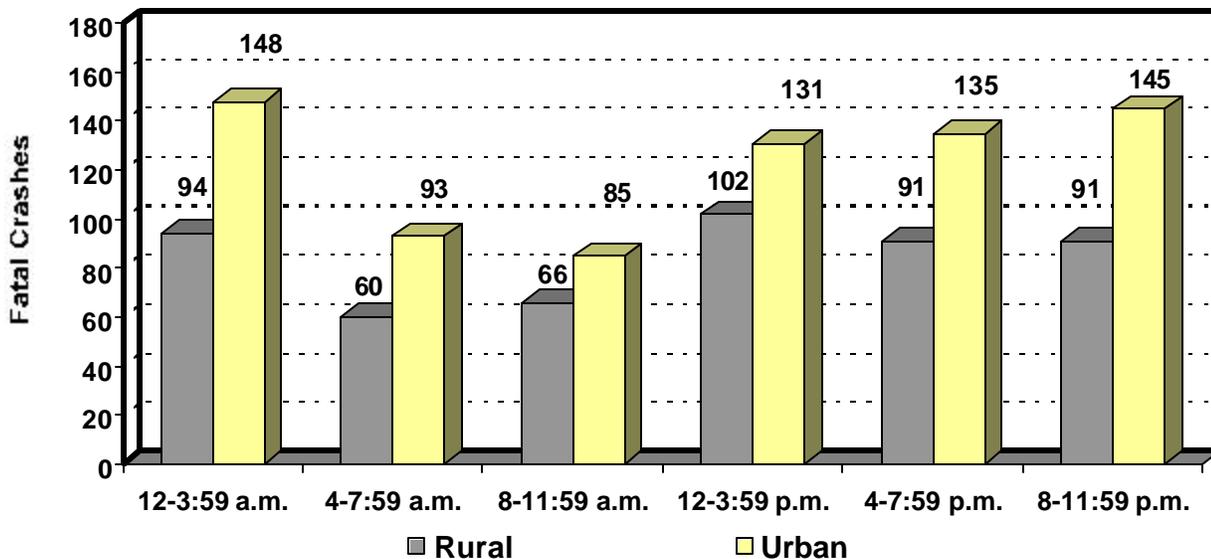
# Fatal Crashes by Day of Week and Time of Day

## Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 144 crashes in urban locations and 91 crashes in rural locations. The second largest number of fatal crashes occurred on Friday.

## Fatal Crashes by Time of Day



56.7 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 704 crashes occurred on urban roadways (428 crashes).

## Drivers Involved in Crashes by Driver Age and Crash Severity

Driver Age	DRIVERS INVOLVED IN CRASHES by Crash Severity						Total Licensed Drivers
	Fatal	Rate	Injury	Rate	Total	Rate	
15 and Under	0	0.0	125	3.95	376	11.88	31,662
16	35	0.29	1,927	16.03	6,853	57.02	120,190
17	59	0.47	2,379	18.84	8,448	66.91	126,253
18	52	0.38	2,613	19.20	9,075	66.69	136,080
19	59	0.44	2,364	17.53	8,363	62.01	134,866
20-24	286	0.44	9,757	15.01	35,018	53.87	650,019
25-29	223	0.30	8,826	11.68	33,016	43.69	755,655
30-34	199	0.25	8,024	10.06	30,587	38.33	797,907
35-39	211	0.24	8,127	9.28	30,865	35.23	876,088
40-44	171	0.20	7,165	8.39	27,245	31.90	854,185
45-49	136	0.18	5,979	7.90	22,517	29.74	757,115
50-54	108	0.17	4,567	7.20	17,218	27.16	633,990
55-59	77	0.15	3,264	6.52	12,537	25.02	500,986
60-64	54	0.14	2,343	5.94	8,742	22.16	394,500
65-69	43	0.13	1,793	5.31	6,733	19.93	337,831
70-74	65	0.21	1,634	5.33	5,962	19.46	306,364
75 and Over	93	0.23	2,446	6.17	8,461	21.33	396,671
Not Stated	93	--	2,054	--	12,515	--	--
<b>TOTAL</b>	<b>1,964</b>	<b>0.25</b>	<b>75,387</b>	<b>9.65</b>	<b>284,531</b>	<b>36.43</b>	<b>7,810,362</b>

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

# Young Drivers (16-20 Years of Age) Involved in Crashes

DRIVER INVOLVEMENT by Crash Severity	1994	1995	1996	1997	1998	Previous 4-Year Average	% Change (1998 vs. 4-Year Average)
Total Crashes	38,086	38,524	37,113	38,095	40,033	37,955	5.5
Fatal Crashes	305	327	278	278	271	297	-8.8
Injury Crashes	11,948	12,231	11,015	11,067	11,414	11,565	-1.3
Licensed Drivers	611,082	618,249	632,525	646,633	647,057	627,122	3.2
Fatal Crash Ratio <sup>1</sup>	8.01	8.49	7.49	7.30	6.77	7.83	-13.5
Fatal Crash Rate <sup>2</sup>	0.50	0.53	0.44	0.43	0.42	0.47	-11.6
Total Crash Rate <sup>3</sup>	62.33	62.31	58.67	58.91	61.87	60.52	2.23

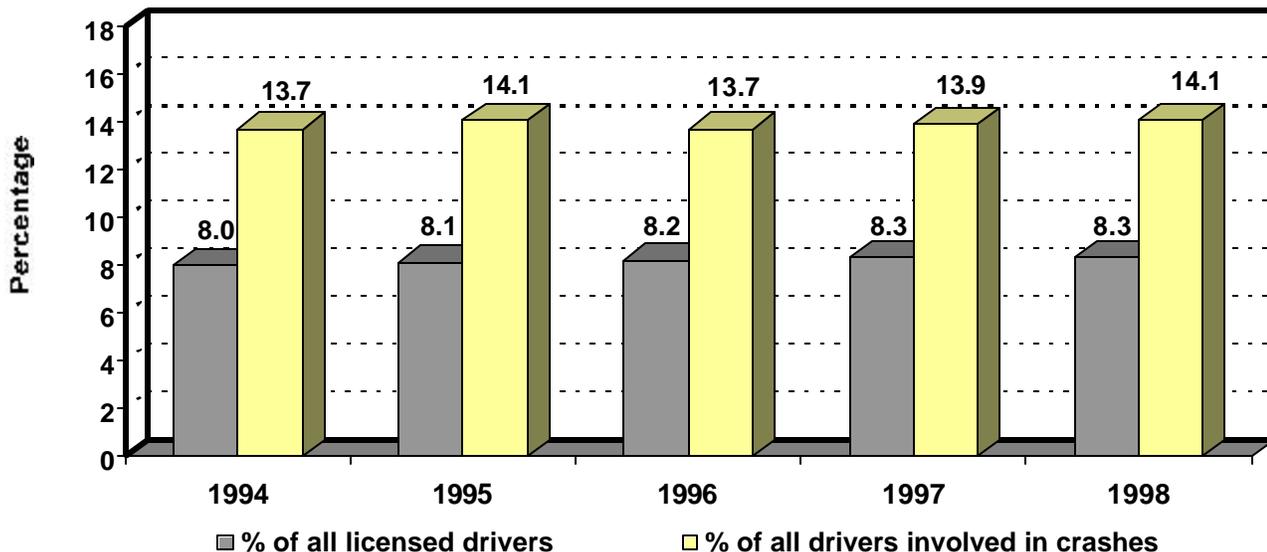
<sup>1</sup> Driver involvement in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

Comparing 1998 with the previous 4-year average, the number of young drivers involved in crashes increased by 5.5 percent. However, while young drivers account for about 8 percent of all licensed drivers, their involvement in crashes is considerably higher. This over-representation is shown in the graph below.

**Young Drivers: Crash Involvement Relative to All Drivers**



# Senior Drivers (65 Years and Older) Involved in Crashes

<b>DRIVER INVOLVEMENT by Crash Severity</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>Previous 4-Year Average</b>	<b>% Change (1998 vs. 4-Year Average)</b>
Total Crashes	20,183	19,701	19,620	19,488	21,156	19,748	7.1
Fatal Crashes	217	258	227	179	201	220	-8.6
Injury Crashes	6,152	5,976	5,562	5,397	5,873	5,772	1.7
Licensed Drivers	994,233	1,011,728	1,025,688	1,037,681	1,040,866	1,017,332	2.3
Fatal Crash Ratio <sup>1</sup>	10.75	13.10	11.57	9.19	9.50	11.14	-14.7
Fatal Crash Rate <sup>2</sup>	0.22	0.26	0.22	0.17	0.19	0.22	-10.7
Total Crash Rate <sup>3</sup>	20.30	19.47	19.13	18.78	20.33	19.41	4.7

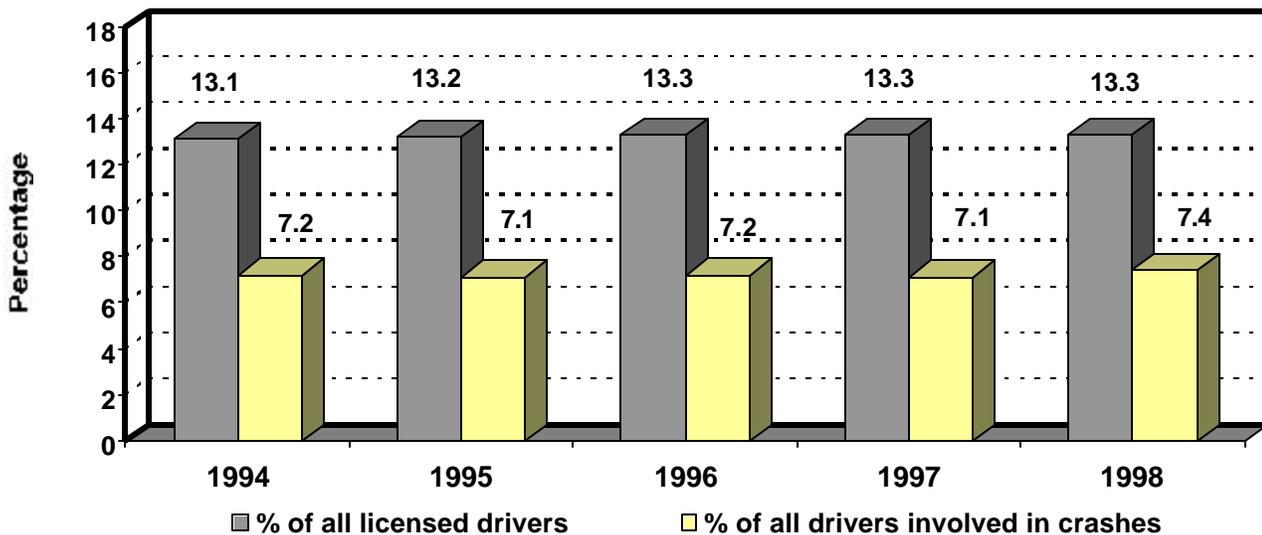
<sup>1</sup> Driver involvement in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

Comparing 1998 with the previous 4-year average, the number of senior drivers involved in crashes increased by 7.1 percent. However, while senior drivers account for about 13 percent of all licensed drivers, their involvement in crashes is considerably lower. This under-representation is shown in the graph below.

**Senior Drivers: Crash Involvement Relative to All Drivers**



# Drivers Involved in Fatal Crashes by Age and Location

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Driver Age	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers Involved	Drivers Killed	Drivers Involved	Drivers Killed	Drivers Involved	Drivers Killed
15 and Under <i>Percent</i>	0 <i>0.0</i>	0 <i>0.0</i>	0 <i>0.0</i>	0 <i>0.0</i>	0 <i>0.0</i>	0 <i>0.0</i>
16 <i>Percent</i>	23 <i>3.1</i>	14 <i>3.6</i>	12 <i>1.0</i>	2 <i>0.5</i>	35 <i>1.8</i>	16 <i>2.0</i>
17 <i>Percent</i>	24 <i>3.2</i>	12 <i>3.1</i>	35 <i>2.9</i>	10 <i>2.3</i>	59 <i>3.0</i>	22 <i>2.7</i>
18 <i>Percent</i>	26 <i>3.5</i>	14 <i>3.6</i>	26 <i>2.1</i>	6 <i>1.4</i>	52 <i>2.6</i>	20 <i>2.4</i>
19 <i>Percent</i>	24 <i>3.2</i>	13 <i>3.4</i>	35 <i>2.9</i>	14 <i>3.2</i>	59 <i>3.0</i>	27 <i>3.3</i>
20-24 <i>Percent</i>	112 <i>14.9</i>	58 <i>15.0</i>	174 <i>14.3</i>	71 <i>16.4</i>	286 <i>14.6</i>	129 <i>15.7</i>
25-34 <i>Percent</i>	146 <i>19.5</i>	72 <i>18.6</i>	276 <i>22.7</i>	103 <i>23.8</i>	422 <i>21.5</i>	175 <i>21.3</i>
35-44 <i>Percent</i>	154 <i>20.5</i>	72 <i>18.6</i>	228 <i>18.8</i>	73 <i>16.9</i>	382 <i>19.5</i>	145 <i>17.7</i>
45-54 <i>Percent</i>	91 <i>12.1</i>	47 <i>12.1</i>	153 <i>12.6</i>	49 <i>11.3</i>	244 <i>12.4</i>	96 <i>11.7</i>
55-64 <i>Percent</i>	53 <i>7.1</i>	32 <i>8.3</i>	78 <i>6.4</i>	34 <i>7.9</i>	131 <i>6.7</i>	66 <i>8.0</i>
65-74 <i>Percent</i>	39 <i>5.2</i>	26 <i>6.7</i>	69 <i>5.7</i>	40 <i>9.2</i>	108 <i>5.5</i>	66 <i>8.0</i>
75 and Over <i>Percent</i>	41 <i>5.5</i>	27 <i>7.0</i>	52 <i>4.3</i>	31 <i>7.2</i>	93 <i>4.7</i>	58 <i>7.1</i>
Not Stated <i>Percent</i>	17 <i>2.3</i>	0 <i>0.0</i>	76 <i>6.3</i>	0 <i>0.0</i>	93 <i>4.7</i>	0 <i>0.0</i>
<b>TOTAL</b> <i>Percent</i>	<b>750</b> <i>100.0</i>	<b>387</b> <i>100.0</i>	<b>1,214</b> <i>100.0</i>	<b>433</b> <i>100.0</i>	<b>1,964</b> <i>100.0</i>	<b>820</b> <i>100.0</i>

In 1998, 47.2 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 25-34 age group. This age group accounts for 22.7 percent of the drivers involved in urban fatal crashes and 19.5 percent of the drivers involved in rural fatal crashes.

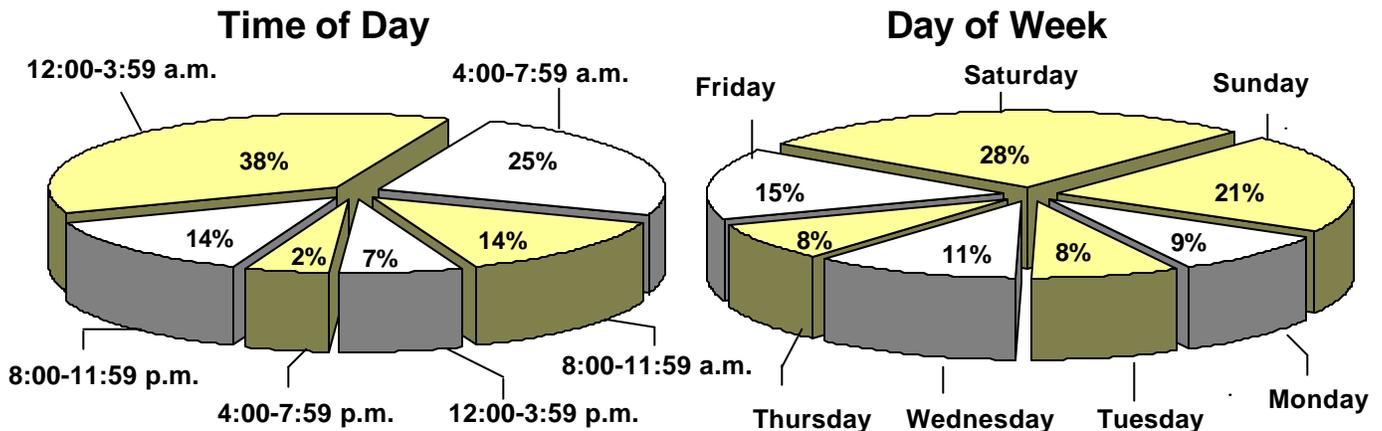
# Drivers Killed in Fatal Crashes by Age and BAC Test Results

Driver Age	BAC Results					Total Drivers Tested	Drivers Not Tested or Unknown If Tested	Total Drivers Killed
	0.00	0.01-0.07	0.08-0.09	0.10-0.20	Over 0.20			
15 and Under	7	0	0	1	0	8	1	9
<i>Percent</i>	87.5	0.0	0.0	12.5	0.0	88.9	11.1	100.0
16-20	70	3	2	21	4	100	7	107
<i>Percent</i>	70.0	3.0	2.0	21.0	4.0	93.5	6.5	100.0
21-24	39	8	3	36	17	103	5	108
<i>Percent</i>	37.9	7.8	2.9	35.0	16.5	95.4	4.6	100.0
25-34	74	10	4	52	22	162	14	176
<i>Percent</i>	45.7	6.2	2.5	32.1	13.6	92.0	8.0	100.0
35-44	62	11	0	23	36	132	12	144
<i>Percent</i>	47.0	8.3	0.0	17.4	27.3	91.7	8.3	100.0
45-54	52	8	1	16	8	85	11	96
<i>Percent</i>	61.2	9.4	1.2	18.8	9.4	88.5	11.5	100.0
55-64	44	1	1	6	5	57	10	67
<i>Percent</i>	77.2	1.8	1.8	10.5	8.8	85.1	14.9	100.0
65-74	49	1	0	2	2	54	12	66
<i>Percent</i>	90.7	1.9	0.0	3.7	3.7	81.8	18.2	100.0
75 and Over	38	2	0	0	1	41	17	58
<i>Percent</i>	92.7	4.9	0.0	0.0	2.4	70.7	29.3	100.0
<b>TOTAL</b>	<b>435</b>	<b>44</b>	<b>11</b>	<b>157</b>	<b>95</b>	<b>742</b>	<b>89</b>	<b>831</b>
<i>Percent</i>	58.6	5.9	1.5	21.2	12.8	89.3	10.7	100.0

Source: Fatality Analysis Reporting System (FARS).  
BAC = Blood Alcohol Concentration.

## Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 1998.



# Fatalities by Person Type, Age and Gender

Age	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 and Under	0	0	0	0.0	6	8	14	4.0	6	8	14	1.2
5-9	0	0	0	0.0	7	7	14	4.0	7	7	14	1.2
10-14	0	0	0	0.0	10	6	16	4.6	10	6	16	1.4
15-19	61	24	85	10.4	44	36	80	23.1	105	60	165	14.2
20-24	109	20	129	15.7	35	21	56	16.2	144	41	185	15.9
25-34	142	33	175	21.3	25	11	36	10.4	167	44	211	18.1
35-44	107	38	145	17.7	18	8	26	7.5	125	46	171	14.7
45-54	66	30	96	11.7	9	18	27	7.8	75	48	123	10.5
55-64	44	22	66	8.0	5	9	14	4.0	49	31	80	6.9
65-74	46	20	66	8.0	4	18	22	6.4	50	38	88	7.5
75 and Over	44	14	58	7.1	10	31	41	11.8	54	45	99	8.5
<b>TOTAL</b>	<b>619</b>	<b>201</b>	<b>820</b>	<b>100.0</b>	<b>173</b>	<b>173</b>	<b>346</b>	<b>100.0</b>	<b>792</b>	<b>374</b>	<b>1,166</b>	<b>100.0</b>

Age	PEDALCYCLISTS				PEDESTRIANS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 and Under	0	0	0	0.0	8	2	10	5.3	8	2	10	4.5
5-9	4	1	5	14.7	8	1	9	4.8	12	2	14	6.3
10-14	7	0	7	20.6	4	1	5	2.7	11	1	12	5.4
15-19	2	0	2	5.9	9	3	12	6.4	11	3	14	6.3
20-24	2	1	3	8.8	8	6	14	7.4	10	7	17	7.7
25-34	6	0	6	17.6	17	10	27	14.4	23	10	33	14.9
35-44	4	1	5	14.7	18	9	27	14.4	22	10	32	14.4
45-54	0	1	1	2.9	17	12	29	15.4	17	13	30	13.5
55-64	2	0	2	5.9	11	2	13	6.9	13	2	15	6.8
65-74	3	0	3	8.8	14	6	20	10.6	17	6	23	10.4
75 and Over	0	0	0	0.0	9	13	22	11.7	9	13	22	9.9
<b>TOTAL</b>	<b>30</b>	<b>4</b>	<b>34</b>	<b>100.0</b>	<b>123</b>	<b>65</b>	<b>188</b>	<b>100.0</b>	<b>153</b>	<b>69</b>	<b>222</b>	<b>100.0</b>

Note: An additional five people were fatally injured in motor vehicle crashes in 1998. Those additional five people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amounted to 58.9 percent of all fatalities in 1998. The number of driver fatalities did not change from 1997 to 1998.

Passengers represented 24.8 percent of the total number of fatalities in 1998. They increased by 2.4 percent.

Pedalcyclists, which accounted for 2.4 percent of all fatalities, show no change from 1997 to 1998.

Pedestrians accounted for 13.5 percent of all fatalities. They decreased by 6.0 percent from 1997 to 1998.

# Pedestrian Crashes

	1994	1995	1996	1997	1998		
<b>Total Crashes</b>	1,197	1,215	1,105	1,100	1,092		
<b>Pedestrians Killed</b>	237	214	203	200	188		
<b>Pedestrians Injured</b>	979	997	843	892	867		
<b>Light Condition</b>	<b>Number of Fatal Crashes by Light Condition</b>						
Daylight	80	77	71	78	67		
Dawn	3	5	1	2	2		
Dusk	6	5	7	5	5		
Darkness	61	60	46	44	42		
Dark - Road Lighted	85	68	75	69	72		
<b>TOTAL</b>	<b>235</b>	<b>215</b>	<b>200</b>	<b>198</b>	<b>188</b>		
<b>Pedestrian Age</b>	<b>Number of Pedestrians Killed by Age and BAC<sup>1</sup></b>						
	<b>0.00</b>	<b>0.01-0.07</b>	<b>0.08-0.09</b>	<b>0.10-0.20</b>	<b>Over 0.20</b>	<b>No Test/ Unknown</b>	<b>Total</b>
4 and Under	4	0	0	0	0	6	10
5-9	4	0	0	0	0	4	8
10-14	4	0	0	0	0	2	6
15-19	6	1	0	3	2	0	12
20-24	8	0	0	4	0	2	14
25-34	10	2	1	3	5	4	25
35-44	9	3	2	6	7	0	27
45-54	12	3	0	3	7	5	30
55-64	7	2	0	1	2	3	15
65-74	14	1	0	1	0	4	20
75 and Over	14	2	0	1	0	8	25
<b>TOTAL</b>	<b>92</b>	<b>14</b>	<b>3</b>	<b>22</b>	<b>23</b>	<b>38</b>	<b>192</b>

<sup>1</sup> Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

Pedestrian crashes show a slight decrease when comparing 1998 with 1997. In 1998, 35.6 percent of all fatal pedestrian crashes occurred in daylight.

# Pedalcycle Crashes

	1994	1995	1996	1997	1998
<b>Total Crashes</b>	825	813	642	662	700
<b>Fatal Crashes</b>	26	27	29	35	35
<b>Injury Crashes</b>	735	714	526	554	584
<b>Property Damage Crashes</b>	64	72	87	73	81
<b>Pedalcyclists Killed</b>	25	27	29	34	34
<b>Pedalcyclists Injured</b>	745	720	532	554	592
<b>Number of Pedalcyclists Killed by Location</b>					
<b>Urban</b>					
State Routes	5	8	6	10	10
City Streets and Roads	12	12	15	15	11
Unmarked State Routes	1	1	1	2	2
<b>Urban Total</b>	<b>18</b>	<b>21</b>	<b>22</b>	<b>27</b>	<b>23</b>
<b>Rural</b>					
State Routes	3	2	2	3	4
County and Local Roads	4	4	4	4	6
Unmarked State Routes	0	0	1	0	1
<b>Rural Total</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>11</b>
<b>Pedalcyclist Age</b>					
	<b>Pedalcyclists Killed</b>		<b>Pedalcyclists Injured</b>		
	<b>1997</b>	<b>1998</b>	<b>1997</b>	<b>1998</b>	
4 and Under	0	0	1	2	
5-9	8	5	34	39	
10-14	3	7	165	170	
15-19	3	2	104	98	
20-24	0	3	54	48	
25-34	3	6	65	76	
35-44	9	5	70	76	
45-54	2	1	27	35	
55-64	3	2	10	22	
65 and Over	3	3	24	26	
<b>TOTAL</b>	<b>34</b>	<b>34</b>	<b>554</b>	<b>592</b>	

The figures given above include only crashes in which pedalcyclists are involved with motor vehicles. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

In 1998, 35.3 percent of the pedalcyclists injured and 35.3 percent of the pedalcyclists killed were between the ages of 5 and 14.

# Motorcycle Crashes

	1994	1995	1996	1997	1998
<b>Total Crashes</b>	1,533	1,354	1,183	1,251	1,517
<b>Fatal Crashes</b>	145	102	104	82	93
<b>Injury Crashes</b>	1,083	975	768	747	858
<b>Motorcyclists Killed</b>	148	101	109	84	99
<b>Motorcyclists Injured</b>	1,247	1,125	860	831	963
<b>Non-Motorcyclists Killed</b>	4	8	1	0	1
<b>Non-Motorcyclists Injured</b>	169	137	163	131	130
<b>Motorcycle Maneuver</b>	<b>Number of Motorcycles Involved in Crashes by Type of Maneuver</b>				
Going Straight Ahead	856	662	597	600	778
Passing/Overtaking	49	59	34	29	32
Making Left Turn	57	61	73	86	110
Making Right Turn	34	39	50	47	59
Slow/Stopped in Traffic	169	160	134	200	266
Skidding/Control Loss	272	260	179	165	200
Changing Lanes	32	28	60	41	69
Other	100	115	92	114	139
Parked	9	14	7	11	10
<b>TOTAL</b>	<b>1,578</b>	<b>1,398</b>	<b>1,226</b>	<b>1,293</b>	<b>1,663</b>
<b>Motorcycle Operator Age</b>	<b>Operators Killed</b>		<b>Operators Injured</b>		
	<b>1997</b>	<b>1998</b>	<b>1997</b>	<b>1998</b>	
9 and Under	0	0	0	0	
10-14	0	0	0	0	
15-19	3	4	30	56	
20-24	15	17	136	119	
25-34	28	34	195	236	
35-44	18	17	185	201	
45 and Over	10	13	170	218	
Not Stated	0	0	7	3	
<b>TOTAL</b>	<b>74</b>	<b>85</b>	<b>723</b>	<b>833</b>	

The above figures include motorcycles, motorscooters, motorbikes, and mopeds.

In comparing 1998 with 1997, motorcycle crashes increased by 21.3 percent. The number of motorcyclists killed increased by 17.9 percent, from 84 in 1997 to 99 in 1998.

# School Bus Crashes

	1994	1995	1996	1997	1998
<b>Total Crashes</b>	506	460	416	406	462
<b>Fatal Crashes</b>	10	7	3	6	5
<b>Injury Crashes</b>	120	113	98	86	104
<b>Property Damage Crashes</b>	376	340	315	314	353
<b>Urban Crashes</b>	421	393	354	347	405
<b>Rural Crashes</b>	85	67	62	59	57
	<b>Number of Persons Killed and Injured</b>				
<b>Persons Killed</b>					
School Bus Drivers	0	0	0	0	1
School Bus Passengers (School-Age) <sup>1</sup>	0	7	0	0	0
Other School Bus Passengers	0	0	0	0	0
Other Vehicle Occupants	5	6	3	4	2
Pedestrians (School-Age) <sup>1</sup>	5	2	0	2	1
Other Pedestrians	2	0	0	0	0
Pedalcyclists	0	0	0	0	1
<b>TOTAL</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>5</b>
<b>Persons Injured</b>					
School Bus Drivers	33	29	29	23	37
School Bus Passengers (School-Age) <sup>1</sup>	156	100	31	51	59
Other School Bus Passengers	22	33	10	28	16
Other Vehicle Occupants	109	121	102	95	106
Pedestrians (School-Age) <sup>1</sup>	2	1	0	0	0
Other Pedestrians	1	1	0	1	0
Pedalcyclists	1	1	0	0	1
<b>TOTAL</b>	<b>324</b>	<b>286</b>	<b>172</b>	<b>198</b>	<b>219</b>
	<b>Number of Crashes by Road Surface Condition</b>				
<b>Road Surface Condition</b>					
Dry	295	282	273	257	309
Wet	88	103	81	80	118
Snow/Ice	70	36	42	48	22
Other	1	3	4	8	2
Not Stated	52	36	16	13	11
<b>TOTAL</b>	<b>506</b>	<b>460</b>	<b>416</b>	<b>406</b>	<b>462</b>

<sup>1</sup> School-Age = Children 5-19 years of age.  
School Bus = Type 1 or Type 2.

In 1998, there were 462 school bus crashes, which is a increase of 13.8 percent compared to 406 school bus crashes in 1997. Injuries increased by 10.6 percent.

# Tractor-trailer Crashes

	1994	1995	1996	1997	1998
<b>Total Crashes</b>	8,976	8,620	8,571	8,955	9,478
<b>Fatal Crashes</b>	111	101	110	105	129
<b>Injury Crashes</b>	2,014	1,894	1,749	1,901	1,907
<b>Property Damage Crashes</b>	6,851	6,625	6,712	6,949	7,442
<b>Vehicle Miles Traveled (Millions)</b>	6,497	7,183	7,307	7,716	7,562
<b>Urban Crashes</b>	6,313	6,112	6,615	6,839	7,285
<b>Rural Crashes</b>	2,663	2,508	1,956	2,116	2,193
	<b>Number of Persons Killed and Injured</b>				
<b>Persons Killed</b>					
Tractor-trailer Occupants	10	10	12	12	15
Other Vehicle Occupants	108	96	107	86	123
Pedestrians	11	9	8	13	8
Pedalcyclists	1	2	0	2	1
<b>TOTAL</b>	<b>130</b>	<b>117</b>	<b>127</b>	<b>113</b>	<b>147</b>
<b>Persons Injured</b>					
Tractor-trailer Occupants	657	552	541	567	651
Other Vehicle Occupants	2,217	2,206	2,011	2,197	2,136
Pedestrians	13	16	11	17	12
Pedalcyclists	2	4	4	3	6
<b>TOTAL</b>	<b>2,889</b>	<b>2,778</b>	<b>2,567</b>	<b>2,784</b>	<b>2,805</b>
	<b>Number of Fatalities by Location</b>				
<b>Urban</b>					
Controlled Access Roads	15	19	23	26	33
State Routes	24	17	23	15	27
City Streets and Roads	14	19	13	14	18
Unmarked State Routes	3	2	2	2	5
Toll Roads	7	5	4	6	3
<b>Urban Total</b>	<b>63</b>	<b>62</b>	<b>65</b>	<b>63</b>	<b>86</b>
<b>Rural</b>					
Controlled Access Roads	21	12	18	16	19
State Routes	41	34	38	27	35
County and Local Roads	3	2	4	5	3
Unmarked State Routes	1	3	0	0	1
Toll Roads	1	4	2	2	3
<b>Rural Total</b>	<b>67</b>	<b>55</b>	<b>62</b>	<b>50</b>	<b>61</b>

Tractor-trailer crashes increased by 5.8 percent from 1997 to 1998. Fatal crashes involving tractor-trailers increased by 22.9 percent in 1998.

# Fatalities in Train Crashes

	1994	1995	1996	1997	1998
<b>Fatal Crashes</b>	32	30	21	17	17
<b>Persons Killed</b>	37	41	25	20	22
<b>Traffic Control</b>	<b>Number of Fatalities by Type of Traffic Control</b>				
RR Gates	13	21	4	5	4
RR Flashers	23	19	17	13	18
Warning Sign	0	0	1	1	0
Other Control	0	1	0	0	0
No Control	1	0	3	1	0
<b>TOTAL</b>	<b>37</b>	<b>41</b>	<b>25</b>	<b>20</b>	<b>22</b>
<b>Urban</b>	<b>Number of Fatalities by Location</b>				
State Routes	0	0	1	0	0
City Streets and Roads	12	20	5	8	1
Unmarked State Routes	2	1	0	0	1
<b>Urban Total</b>	<b>14</b>	<b>21</b>	<b>6</b>	<b>8</b>	<b>2</b>
<b>Rural</b>					
State Routes	0	4	2	2	0
County and Local Roads	23	16	16	9	20
Unmarked State Routes	0	0	1	1	0
<b>Rural Total</b>	<b>23</b>	<b>20</b>	<b>19</b>	<b>12</b>	<b>20</b>

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

When comparing 1998 with 1997, there was a 10.0 percent increase in the number of persons killed in train-motor vehicle crashes.

# Work Zone Crashes

	1994	1995	1996	1997	1998
<b>Total Crashes</b>	4,529	3,477	3,364	3,322	3,279
<b>Fatal Crashes</b>	32	28	29	33	18
<b>Injury Crashes</b>	1,695	1,297	1,196	1,066	1,089
<b>Persons Killed</b>	36	30	33	38	20
<b>Persons Injured</b>	2,786	2,094	1,878	1,674	1,745
	<b>Number of Crashes by Location</b>				
<b>Urban</b>					
Controlled Access Roads	412	555	750	576	499
State Routes	2,226	1,675	1,593	1,729	1,320
City Streets and Roads	3	5	15	9	4
Unmarked State Routes	375	369	309	380	361
Toll Roads	553	107	155	166	504
<b>Urban Total</b>	<b>3,569</b>	<b>2,711</b>	<b>2,822</b>	<b>2,860</b>	<b>2,688</b>
<b>Rural</b>					
Controlled Access Roads	280	239	151	185	249
State Routes	495	426	282	248	229
County and Local Roads	2	2	3	3	1
Unmarked State Routes	17	50	7	14	12
Toll Roads	166	49	99	12	100
<b>Rural Total</b>	<b>960</b>	<b>766</b>	<b>542</b>	<b>462</b>	<b>591</b>

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Work zone crashes decreased in 1998, compared to previous years.

# County Motor Vehicle Traffic Crash Statistics for 1997-1998

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1997	1998	1997	1998	1997	1998
Adams	767	805	7	5	253	249
Alexander	141	136	2	3	84	63
Bond	232	228	5	2	63	82
Boone	343	385	10	14	165	184
Brown	112	130	2	0	20	26
Bureau	508	615	10	5	185	229
Calhoun	88	79	2	1	15	19
Carroll	226	192	6	3	75	55
Cass	111	120	1	1	42	42
Champaign	1,589	1,689	11	20	772	715
Christian	333	337	11	13	136	124
Clark	291	212	8	8	103	81
Clay	144	124	6	3	65	42
Clinton	322	319	9	16	150	116
Coles	731	689	11	13	304	259
Cook	52,554	54,335	421	414	20,005	19,783
Crawford	276	286	3	0	69	82
Cumberland	219	221	6	0	83	71
DeKalb	779	775	9	13	310	337
DeWitt	217	216	2	3	64	75
Douglas	238	182	1	2	90	82
DuPage	12,027	12,791	60	56	4,647	4,768
Edgar	221	217	5	1	76	85
Edwards	85	76	2	0	19	8
Effingham	905	851	14	4	414	397
Fayette	358	352	7	5	129	91
Ford	139	132	3	5	79	61
Franklin	679	710	7	8	315	311
Fulton	491	483	13	7	204	157
Gallatin	50	58	1	3	29	13
Greene	151	157	3	3	44	54
Grundy	540	595	8	19	241	289
Hamilton	68	104	2	3	44	40
Hancock	235	266	3	6	84	83
Hardin	64	59	4	0	23	34
Henderson	125	133	0	3	59	61
Henry	656	720	9	3	257	287
Iroquois	422	403	13	4	241	252
Jackson	980	976	10	11	367	369
Jasper	128	150	3	3	59	61
Jefferson	775	790	4	8	294	330
Jersey	354	424	6	10	162	151
JoDaviess	354	322	5	6	117	140
Johnson	211	229	3	4	54	58
Kane	4,301	4,398	27	42	1,764	1,684
Kankakee	1,301	1,429	20	22	644	691
Kendall	669	683	12	11	317	335
Knox	635	594	5	8	242	225
Lake	10,982	11,107	57	58	4,075	4,232
LaSalle	1,328	1,435	24	25	482	527
Lawrence	218	260	5	3	61	67

## County Statistics (continued)

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1997	1998	1997	1998	1997	1998
Lee	593	575	2	11	261	263
Livingston	433	454	9	8	165	177
Logan	396	464	4	3	173	140
McDonough	358	358	5	3	122	116
McHenry	2,922	2,986	36	25	1,251	1,321
McLean	1,843	1,915	14	18	756	821
Macon	1,495	1,519	16	8	621	639
Macoupin	492	473	7	15	187	179
Madison	4,383	4,397	52	54	2,188	2,126
Marion	633	699	9	7	220	264
Marshall	180	200	5	1	77	60
Mason	122	120	2	2	46	42
Massac	263	294	4	3	97	114
Menard	123	114	4	1	43	25
Mercer	146	134	3	5	71	64
Monroe	296	357	9	5	112	127
Montgomery	434	375	4	3	183	164
Morgan	486	444	1	4	204	166
Moultrie	127	144	1	4	59	62
Ogle	673	679	10	11	208	197
Peoria	2,748	2,730	16	28	1,190	1,148
Perry	354	359	8	3	135	106
Piatt	99	124	3	2	33	49
Pike	507	441	4	5	86	80
Pope	94	100	0	1	22	25
Pulaski	131	137	5	0	55	60
Putnam	86	84	2	1	25	33
Randolph	476	423	5	1	215	149
Richland	263	293	3	1	105	110
Rock Island	1,885	1,901	12	14	853	849
St. Clair	4,233	4,398	40	44	2,021	2,217
Saline	447	453	5	2	203	173
Sangamon	2,542	2,567	29	22	975	994
Schuyler	143	153	0	0	52	27
Scott	105	120	2	0	24	32
Shelby	217	174	4	2	78	63
Stark	72	62	1	0	32	26
Stephenson	650	598	3	3	204	210
Tazewell	1,649	1,777	16	17	699	685
Union	374	364	4	7	133	138
Vermilion	863	912	11	18	372	436
Wabash	125	116	1	1	42	41
Warren	167	192	7	4	64	83
Washington	310	296	8	10	130	106
Wayne	295	254	5	4	64	70
White	245	260	6	4	45	48
Whiteside	664	718	10	12	279	299
Will	5,683	5,937	49	68	2,475	2,636
Williamson	921	1,031	12	8	316	476
Winnebago	2,991	3,157	43	38	1,369	1,398
Woodford	336	352	8	2	175	147
<b>TOTALS</b>	<b>145,712</b>	<b>150,163</b>	<b>1,397</b>	<b>1,393</b>	<b>58,111</b>	<b>58,558</b>

# Illinois Traffic-related Key Events

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January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20 year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Law amended to report crashes with damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required that children under age 4 must be secured in a child restraint system and that 4 and 5 year-olds must be secured in either a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.
January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.

## Key Events (continued)

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May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1991	Child Passenger Protection Act amended to require any person who transports a child to do so according to the established law. Parents or legal guardians are responsible for providing the safety seat.
January	1992	Law amended to report crashes with damage in excess of \$500 (previously \$250).
April	1992	Law enacted to require commercial driver's license if operating a Class A or Class B vehicle.
January	1994	Amended the Child Passenger Protection Act to remove the Illinois residency requirement and medical exemption clause.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
August	1995	Increased penalties for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash may be reported to law enforcement for purpose of determining alcohol and/or drug content.
July	1997	DUI/IMPLIED consent law amended to establish illegal per se at 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will lose the school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Established the use of ignition interlock devices as a regular option for the sanction of DUI offenders, rather than as a pilot program. Allows the Secretary of State to require the use of ignition interlock devices when granting driving relief to individuals committing a second or subsequent DUI offense.
January	1999	Increased the reinstatement fee for a person whose license is suspended or revoked a second or subsequent time.

# Safety Belt Usage in Illinois

## July 1999 Observational Survey Results

### Survey Design

The safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during July 1999 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars and vans (trucks excluded).
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

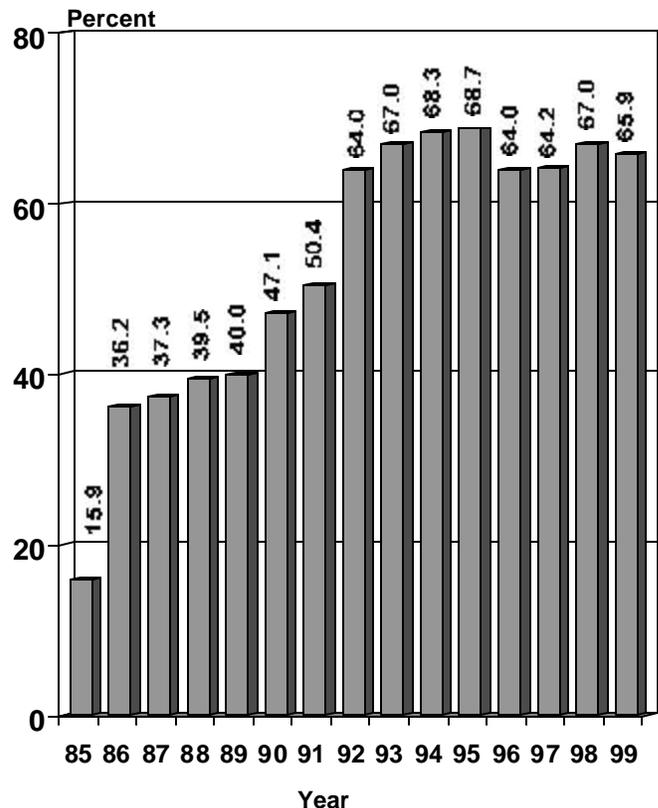
There were 112,422 front seat occupants at 258 locations statewide observed in this survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

### Historical Trends

Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed usage rate increased to 36.2 percent. Since that time, the usage rate showed a gradual increase to 68.7 percent (in 1995) and then a slight decrease to its present level of 65.9 percent. This is an increase of 50.0 percentage points since the first survey was conducted in April 1985.

Front Seat Occupant Restraint Usage



# Motorcycle Helmet Usage in Illinois

## July 1999 Observational Survey Results

### Survey Design

The motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during July 1999 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 1,197 operators and passengers of motorcycles observed. Of these riders, 29.1 percent were wearing helmets. This compares to a usage rate of 29.9 percent observed in July 1998.

### Motorcycle Helmet Usage Rates: July 1999

	Total Observed	Actual Usage Rate
<b>Statewide (258)</b>	1,197	29.1%
<b>Regions</b>		
City of Chicago (46)	60	18.3%
Cook County (40) (excluding Chicago)	140	25.0%
Collar Counties (118)	697	28.7%
Downstate (54)	300	34.0%
<b>Road Type</b>		
Residential (190)	523	25.2%
U.S./Illinois Highways (40)	240	27.5%
Interstate Highways (28)	434	34.6%
<b>Time of Day</b>		
Morning Rush Hours (55)	243	33.3%
Noon Rush Hours (45)	259	29.7%
Evening Rush Hours (23)	147	19.7%
Non-Rush Hours (135)	548	29.4%
<b>Day of Week</b>		
Weekends (115)	789	27.8%
Weekdays (143)	408	31.6%
Note: The number in ( ) indicates the number of survey sites in that region or dataset.		

# Division of Traffic Safety Programs

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The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield IL 62794-9245.

## Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

## Safety Projects

(217) 782-5865

- Safety belt and child passenger safety.
- Alcohol/impaired driving programs.
- Safe Communities program.
- Traffic law enforcement.
- Operation Buckle Down.
- Traffic Sign Upgrades and Rural Reference System.

## Occupant Restraint Survey Information

(217) 785-1181

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

## Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

## Cycle Rider Safety Training Program \*

### A. Northern Illinois University

Motorcycle Safety Project  
Division of Continuing Education  
DeKalb IL 60115-2854  
(800) 892-9607  
(815) 753-1683  
[www.online.niu.edu/mcycle](http://www.online.niu.edu/mcycle)

### C. University of Illinois

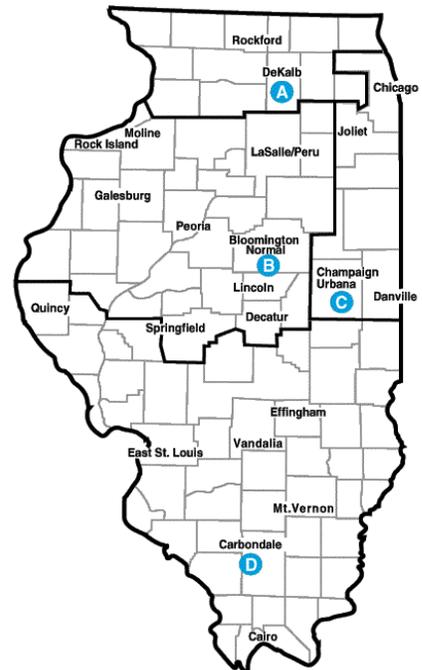
Motorcycle Rider Program  
Dept. of Community Health  
#4 Gerty Drive  
Mail Code 678  
Champaign IL 61820  
(800) 252-3348  
(217) 333-7856  
[www.mrc.uiuc.edu](http://www.mrc.uiuc.edu)

### B. Illinois State University

Motorcycle Safety Education  
Health Science Department  
Normal IL 61790-5221  
(800) 322-7619  
(309) 438-2352  
[www.ilstu.edu/depts/mcsafety](http://www.ilstu.edu/depts/mcsafety)

### D. Southern Illinois University

Motorcycle Rider Program  
Center for Injury Control and  
Worksite Health Promotion  
Carbondale IL 62901-6731  
(800) 642-9589  
(618) 453-2877  
[www.siu.edu/~cycle](http://www.siu.edu/~cycle)



\*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone, or visit our website at [www.dot.state.il.us](http://www.dot.state.il.us).

# Glossary

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## **BLOOD ALCOHOL CONCENTRATION (BAC)**

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver was considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

## **CRASH**

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500.

## **DRIVER**

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

## **FARS (Fatality Analysis Reporting System)**

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

## **FATALITY VS. FATAL CRASH**

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons. A fatal crash can cause one or more fatalities.

## **INJURY CRASH**

Any motor vehicle crash that results in one or more non-fatal injuries.

## **“A” INJURY (incapacitating injury)**

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

## **“B” INJURY (nonincapacitating injury)**

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

## **“C” INJURY (possible injury)**

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

## **LOCATION (URBAN)**

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

## **LOCATION (RURAL)**

Includes all locations not classified as urban.

## **MILEAGE DEATH RATE**

Fatalities per 100 million vehicle miles of travel (VMT).

## **MOTORCYCLIST**

Any occupant, either operator (driver) or passenger, of a motorcycle.

## **PEDALCYCLIST**

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

## **PEDESTRIAN**

Any person who is not in or on a vehicle.

## **SENIOR DRIVER**

Any driver who is 65 years of age or older.

## **TRACTOR-TRAILER**

Alternative term for semi-truck.

## **TRAVEL**

Vehicle miles driven.

## **WORK ZONE CRASHES**

Determined by location only. These are crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

## **YOUNG DRIVER**

Any driver who is between the ages of 16 and 20, inclusive.